

CLASSIFICATION

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SUBJECT 1. Economic Information on the Black and Caspian Seas Areas

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DATE OF 2. Military Installations at Odessa
3. Astrakhan-Guryev Railroad

NO. OF ENCLS. 5
(LISTED BELOW)

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PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

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II, the 10th of October Ship Repair Yard and the Third International Ship Repair Yard produced mortar guns and repaired tanks, as well as ships. This production of mortar guns and repair of tanks ceased immediately at the end of the war, and in 1951 nothing in the way of armament was being produced in Astrakhan. during World War

The Astrakhan Chemical Combine Stalin was not located in Astrakhan at any time

The only plant in Astrakhan was the Ship Repair Yard imeni Stalina.

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For the years 1950, 1951, the total production in the Azerbaydzhan SSR was approximately the same, totaling 12 million tons of oil products, broken down in the following manner:

Gasoline	two to 2½ million tons
Kerosene	two million tons
Lubricating oils and grease	one million tons
Diesel oil	three million tons
Legroin	one million tons
Crude oil	500 thousand tons
Fuel oil (mazut)	2½ million tons

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All the above figures are close approximations.

4.

During World War II, all types of cargo, domestic and military necessities, were shipped to and from Iran; but, as of 1951, these shipments had declined to such a degree that hardly anything was being shipped.

5.

A building [Point #1, Encl (A)] located on Prospekt (Street) imeni Stalina contained the offices of the MGB, MVD, and the Water Department (Vodnyy Otdel).

This was a three-story, gray, stuccoed brick building approximately 40 m long, 25 m wide, 15 m high, with a slightly pitched tin roof.

6.

Point #1 Odessa Institute of Engineers for the Merchant Marine Fleet (Odesskiy Institut Inzhinerov Morskogo Flota) - this institute was located in a park and occupied an area approximately 200 m long and 150 m wide enclosed by a stone wall two m high and 40 cm thick. There was one vehicle entrance to the area, located on Mechnikogo Street [Point #7, Encl (B)], and one entrance for pedestrians, adjacent to the vehicular entrance. The vehicular entrance was approximately three m wide and had an iron gate. The pedestrian entrance had a wooden gate and was approximately one m wide. Neither of the entrances was guarded; both were closed only at night. This institute consisted of the following buildings:

- (a) Educational building (Uchebnyy Korpus) - this was a three-story building approximately 100 m long, 20 m wide, 15 m high, constructed of white limestone blocks and with a lightly pitched tin roof.
- (b) Examination building (sic) (Ispytatelnyy Basseyn; literally, experimental basin) - this was a two-story building approximately 40 m long, 15 m wide, eight m high, constructed of white limestone blocks and with a slightly pitched tin metal roof.

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- (c) Laboratory building - this was a two-story building approximately 38 m long, 15 m wide, eight m high, constructed of white limestone blocks and with a slightly pitched tin metal roof. This building was being used as living quarters for the instructors.
- (d) Warehouse - there were two warehouses, both of which were one-story buildings, approximately 20 m long, eight m wide, four m high, constructed of red brick and with a slightly pitched tin metal roof. This building contained necessary supplies for the school.

#2 Odessa Higher Maritime School (Odesskoye Vyssheye Morakhodnoye Uchilishche) - this school was located on Mechnikogo St /Point #7, Encl (B)/ and occupied an area approximately 200 m long by 100 m wide.

the educational building was a three-story white limestone building approximately 150 m long, 20 m wide, and 12 m high, and had a slightly pitched tin metal roof. 50X1-HUM

#3 Kaserne - this was located at 35 Komsomolskaya St and consisted of two buildings, both of which were three stories high and constructed of white limestone blocks. One building was approximately 40 m long, 15 m wide, 15 m high, with a slightly pitched tin metal roof. The other building was approximately 25 m long, 12 m wide, 12 m high, and had a slightly pitched tin metal roof. 50X1-HUM

#4 Military Communications Building -

it was a three-story building of grey limestone blocks, approximately 40 m long, 15 m wide, 12 m high, and with a slightly pitched tin metal roof.

#5 Headquarters for Odessa Military Okrug - this was a three-story grey limestone block building, approximately 250 m long, 150 m wide, 15 m high; it had a slightly pitched tin metal roof. This building also contained the Headquarters of the MGB and MVD.

#6 Komsomolskaya St - this was an asphalt surfaced street, 12 m wide, with asphalt sidewalks on both sides of the street. There were no street lights on this street nor did any buses or street cars traverse it.

#7 Mechnikogo St - this was a cobblestone street 12 m wide with asphalt sidewalks on both sides of the street. There were no street lights on this street nor did any buses or street cars traverse it.

7.

Line

the Astrakhan-Guryev Railroad

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this line would probably connect with the Astrakhan-Stalingrad /4845N-4425E/ railroad just to the right of Ay-Saray /4646N-4759E/ and pass by Dimbay /4638N-4856E/, Isymban /4638N-4902E/, Ganyushkino /4640N-4910E/, Zaburun /4650N-5015E/, Novo-Satinskoye /4722N-5011E/, Rakushinskaya /4707N-5146E/ to Guryev. alignment /Point #2, Encls (C), (D) & (E)/ shown on the Astrakhan Map No (4290) 0248-9999-500 50X1-HUM

This proposed alignment would necessitate the construction of too many bridges and be too expensive. 50X1-HUM

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8.

The west junction of this railroad would be at Ay-Saray and the east junction at Guryev.

9.

As of June 1951, construction of this railroad had not yet begun. It was rumored in Astrakhan that construction would begin at the completion of the new bridge in Astrakhan.

10.

this railroad was to be a double-track line.

11.

This line will not cross the Volga River directly. It will make a junction with an existing line from Astrakhan at Ay-Saray and it was expected to extend this existing line over the new bridge in Astrakhan

12.

This line would be used by both passenger and freight trains powered by both diesel and steam engines. All communications will be via telegraph; the signal system most probably will be automatic.

13.

Condenser engines will probably not be utilized, and water tanks will be provided for conventional engines.

14.

The following steamship lines operated in the Black Sea.

- (a) The Black Sea Dry Cargo Steamship Line Administration (UCHP - Upravleniye Chernomorskoye Sukhogruznogo Parokhodstvo) - the main office for this line was located in Odessa /4629N-3044E/ and was managed by Danchenko (fnu). This line possessed approximately 120 ships, of which 50-60 per cent were propelled by Diesel engines and the remainder propelled by steam. All the ships were constructed of steel and possessed varying total capacities ranging from one thousand hp class, developed by Hans Yendrashek, an unknown designer. These ships were not constructed in the USSR and made their first appearance in 1949 or 1950. They were all steel cargo ships of 1,150 tons class. In this line, there was one electro-turbine powered ship, the Vyacheslav Molotov. It was a combination cargo and passenger ship, 12 thousand tons capacity, made of steel. This line also possessed one ship,

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the Rossiya (hp rating unknown), propelled by electricity, which was generated by a Diesel motor. This also was a combination cargo-passenger ship with a total weight capacity of approximately 30 thousand tons. Only 10 or 12 of the ships in this line were of combination cargo-passenger; the remainder were strictly for cargo.

- (b) The Black Sea Oil Tanker Steamship Line - Sovtanker (Chernomorskoye Neftenalivnoye Parokhodstvo - SovTanker) - the main office for this steamship line was located in Odessa (address unknown) and was managed by Rukin (fnu). This line consisted of approximately 20 steel tankers; of which all except four or five were propelled by Diesel engines, the remainder were propelled by steam. Most of the Diesel ships were of the three-thousand-to five-thousand-ton weight capacity class, although a few were of the smaller one-thousand to 1,500-ton capacity. The steamships were all of one-thousand to 1500 ton capacity.
- (c) The Sochi Steamship Line (Sochinskoye Parokhodstvo) - the main office of this steamship line was located in Sochi /4335N-3945E/. This line consisted of no more than 15 steel Diesel ships; total weight capacity one thousand; most of the ships were utilized as passenger ships. 50X1-HUM
- (d) The Azov Steamship Line (Azovskoye Parokhodstvo) - the main office of this steamship line was located in Rostov /4715N-3953E/ on the Don River. This line consisted of approximately 20 ships, half of which were Diesel, and the other half steam. All the ships were constructed of steel, had three-thousand-ton weight capacity, and were primarily used for cargo. 50X1-HUM
- (e) The Soviet Danube Steamship Line (Sovetskoye Dunayskoye Parokhodstvo) - the main office of this steamship line was located in Izmail /4521N-2846E/. This line consisted of approximately 20 steel tugboats, half of which were Diesel, and the other half steam, with a hp rating of 500 to one thousand. It also possessed approximately 30 steel barges with the total weight capacity varying from one to three thousand tons. This line used exclusively for cargo. 50X1-HUM

15.

The following commodities and volume of traffic are carried by Reydtanker and KaspTanker:

- (a) The Black Sea Dry Cargo Steamship Line transported wheat, rye, mineral ores, coal, cotton, wood, and other dry cargo. During WW II. they transported military supplies however.
- (b) The Black Sea Oil Tanker Steamship Line transported approximately 2½ million tons of various types of oil products.
- (c) The Sochi Steamship Line was primarily a passenger line.

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- (d) The Azov Steamship Line transported the same commodities as the Black Sea Dry Cargo Steamship Line /See (a) above/.
- (e) The Soviet Danube Steamship Line transported various types of oil products and dry cargo

16.

All the above mentioned steamship lines /See para 15/ did not operate between any specific ports; but they all serviced the following ports, as necessity demanded:

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- (a) Sochi
- (b) Izmail
- (c) Nikolayev /4658N-3200E/
- (d) Novorossiysk /4443N-3747E/
- (e) Zhdanov /4704N-3731E/
- (f) Odessa
- (g) Batumi /4138N-4138E/
- (h) Tuapse /4405N-3906E/
- (i) Feodosiya /4502N-3524E/
- (j) Poti /4210N-4142E/
- (k) Osipenko /4645N-3647E/
- (l) Rostov

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each of these ports possessed a varying number of warehouses, some of brick construction and some wooden, and at least one of each of the following type of cranes:

- (a) Shore port cranes - capacity 50 tons
- (b) Shore bucket cranes - capacity 15-20 tons
- (c) Floating cranes (mounted on barges) - capacity 40-50 tons
- (d) Cranes mounted on trucks - capacity five tons
- (e) Electrically operated conveyors.

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Besides these facilities, the Odessa, Zhdanov, and Novorossiysk ports also possessed grain elevators. These elevators were constructed of reinforced concrete

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17.

- (a) As of June 1951, there were only two roadstead (Reyd) vessels operating in the Caspian Sea. One, located at the delta of the Volga River and called the 14-Foot Reyd (14 Futovoy Reyd), consisted of a steel ship named Donbass. The other roadstead vessel was located approximately 12 km from Peshnoy Island 4649N-5142E and was known as the Gur'yevskiy Reyd. It was a steel ship named Mary. Both of the above-mentioned ships had to be towed to their respective positions during the months of operation, from March to December. In the event of an emergency or hostilities, the following Reyds would be established:

- (1) Bautinskiy Reyd - located on the eastern shores of the Caspian Sea near Bautino 4435N-5014E. 50X1-HUM
- (2) Krasnovodskiy Reyd - located on the eastern shores of the Caspian Sea near Krasnovodsk 4000N-5300E.
- (3) Makhachkalinskiy Reyd - located on the western shores of the Caspian Sea near Makhachkala 4258N-4727E. 50X1-HUM

These Reyds were in existence during WW II:

The primary function of these Reyds was to facilitate the transfer of oil products from the tankers of the Kasptank Fleet into barges, which in turn were towed to the respective ports.

- (b) The following steamship lines operated in the Caspian Sea:

- (1) The Caspian State Petroleum Steamship Line (Kasptanker-Kaspiyskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo). The main office of this line was located in Baku 4022N-4950E, in that section of the city commonly known as the Black City (Cherniy Gorod). The director of this line was Makhmut Zafarovich Rakhimov, General Director of the Merchant Marine Fleet, third rank. This line consisted of 40 steel tankers and eight to 10 steel barges. Approximately 70% of the tankers were propelled by Diesel and the remainder by steam. Ten of the tankers had a 10-thousand-ton capacity, and the remainder varied from one to five-thousand-ton capacity. All the barges had a weight capacity of four to five thousand tons. All the tankers and barges were utilized for transporting oil products.
- (2) The Astrakhan State Roadstead Petroleum Steamship Line. (Reydtanker-Astrakhanskoye Gosudarstvennoye Reydovoye Neftenalivnoye Parokhodstvo). The main office of this steamship line was located at #2 Vtoraya Kontrol'naya Street in Astrakhan. This line consisted of the following types of tugboats and barges:

1. Tugboats (all steel):

- a. 12 Diesel tugboats, 900 - 1,100 hp rating.
- b. 14 Diesel tugboats, 150-600 hp rating.
- c. 15 steam tugboats, 200-800 hp rating.
- d. 42 steel barges, five thousand tons capacity

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- e. 10 steel barges, 1,500 - 2,500 tons' capacity
- f. 14 steel auxiliary craft, some of which were propelled by Diesel and others by steam, possessing varying hp ratings from 60-150 hp and 100 tons' capacity.
- g. 22 - 25 auxiliary steel barges 1,500-2,500 tons' capacity
- h. one steel barge, five thousand tons' capacity. This barge was called Fuel Base (Toplivnaya Baza) and was permanently located on the Volga River in Astrakhan, being utilized as a refueling base for all Reyd tanker ships. generally one tug towed two barges and at times three.

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- (3) The Caspian Technical Shipping Company (Kasptekhflot). The main office of this line was located at No 5 Dzhaparidze St in Baku. The director of this line was Grigoriy Ivanovich Tsibuzgin, Engineer General Director of the Merchant Marine Fleet, third rank. This line consisted of 50 steel ships, 60% of which were propelled by Diesel, and the remainder by steam. Ten of these diesel ships were utilized as combination passenger-cargo ships possessing a one-two thousand hp rating and two-five thousand tons' capacity. The remainder of the ships were used exclusively for dry cargo and had one thousand - 2,500 tons' capacity.
- (4) The Astrakhan Roadstead Technical Fleet (Astrakhanskoye Reydovo Tekhnicheskogo Flota). The main office of this line was located at No 1 Sansimon St in Astrakhan. This line consisted of the following:
 - a. 10 dredgers, steel, propelled by steam (hp unknown)
 - b. 15 tugboats, steel, propelled by steam, 200-600 hp rating
 - c. 20-30 barges, steel, one thousand tons' capacity

These ships and barges were exclusively employed on the Volga River, the Volga Delta, and the Caspian Sea as dredgers.
- (5) The Caspian Sea Routes Line (Kaspiskoye Morskoye Puti - Kasp Morputi). The main office of this line was located at No 5 Dzhaparidze St in Baku. (Director of this line unknown) This line consisted of the following:
 - a. 10 dredgers, steel, propelled by steam, hp unknown
 - b. 20 tugboats, steel, propelled by steam, 20-600 hp rating
 - c. 20 barges, steel, one thousand tons' capacity

These ships and barges were employed exclusively as dredgers in the Baku, Makhachkala, and Krasnovodsk harbors.

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18.

These fleets carried the following commodities and volume of traffic

- (a) The Caspian State Petroleum Steamship Line (KaspTanker) transported approximately nine million tons of oil products a year 50X1-HUM
- (b) The Astrakhan State Roadstead Petroleum Steamship Line (ReydTanker) transported approximately 6,800 thousand tons of oil products a year 50X1-HUM
- (c) The Caspian Technical Shipping Company (KaspTekhFlot) transported an unknown amount of dry cargo such as bread, wheat, rye, salt, coal, wood, and cotton.
- (d) The Astrakhan Roadstead Technical Fleet dredged approximately six million cubic m of silt a year.
- (e) The Caspian Sea Routes Line dredged approximately six million cubic m of silt a year.

19.

All the above-mentioned steamship lines serviced the following ports:

- (a) Baku
- (b) Makhachkala
- (c) Krasnovodsk
- (d) Astrakhan
- (e) Guryev

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At Baku there were approximately 60 wooden wharfs and one pier constructed of stone and brick. The majority of the warehouses were wooden.

the facilities at Baku were good and contained the same port facilities as those in the Black Sea

At Krasnovodsk, as of 1943, the port facilities were good.

20.

The Vana Sturma Plant was a ship repair and ship building yard (Sudo Remontno - Sudo Stroitel'nyy Zavod) under the supervision of the Chief Directorate of Machine Industry of the Ministry of the Merchant Marine Fleet (Glavnoye Upravleniye Mashinostroitel'noy Promyshlennosti Ministerstva Morskogo Flota). This plant was located in an area approximately 500 m long by 200 m wide, and consisted of approximately 12 buildings and two drydocks (size unknown). The plant possessed an unknown amount of water (floating) cranes, capacity 40 tons, an electric power station producing 300-400 kw per second, and included the following sections:

- (a) boiler shop
- (b) pump shop
- (c) blacksmith shop

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- (d) foundry
- (e) welding shop
- (f) assembly yards
- (g) two dry docks
- (h) approximately 10 power hammers, both steam and electric

All the ships repaired and constructed at this plant were of steel construction. They repaired tugboats, barges, and dredgers, produced spare parts for Diesel engines, and constructed the following types of tugboats:

- (1) Until 1945, they constructed small tugboats approximately 25 m long, with a 200 hp rating.
- (2) From 1946-48, they constructed Diesel tugboats, specified as Series B, one to 14; these tugs possessed a "Washington" Diesel engine, 500 hp rating, and were approximately 50 m long.
- (3) From 1948 to 1950, they constructed Diesel tugs, specified as Series 15 to 22. These tugs were approximately 55 m long and the engine had a 800 hp rating.
- (4) From 1950-51, they constructed Diesel tugs, specified as Series 23-32. These ships were approximately 65 m long and the engine had a 1,200 hp rating.

Although none of the ships was armed, as of 1951, all ships were constructed with a specific place in the bow for placing a 40 mm to 50 mm navy gun (other specification of this gun unknown).

this plant produced the above-mentioned types of diesel tugs because this plant had constructed six tugs of the Series B one-14, two tugs of the Series 15-22, and two tugs of the Series 23-32 for steamship company, Reydtanker. During WW II, this plant also produced 500 kg bombs. The plant worked in two shifts, eight hours a day, six days a week, and employed approximately 1500 employees.

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1. Comments: Possibly the same as Novo Bogatinskoye.

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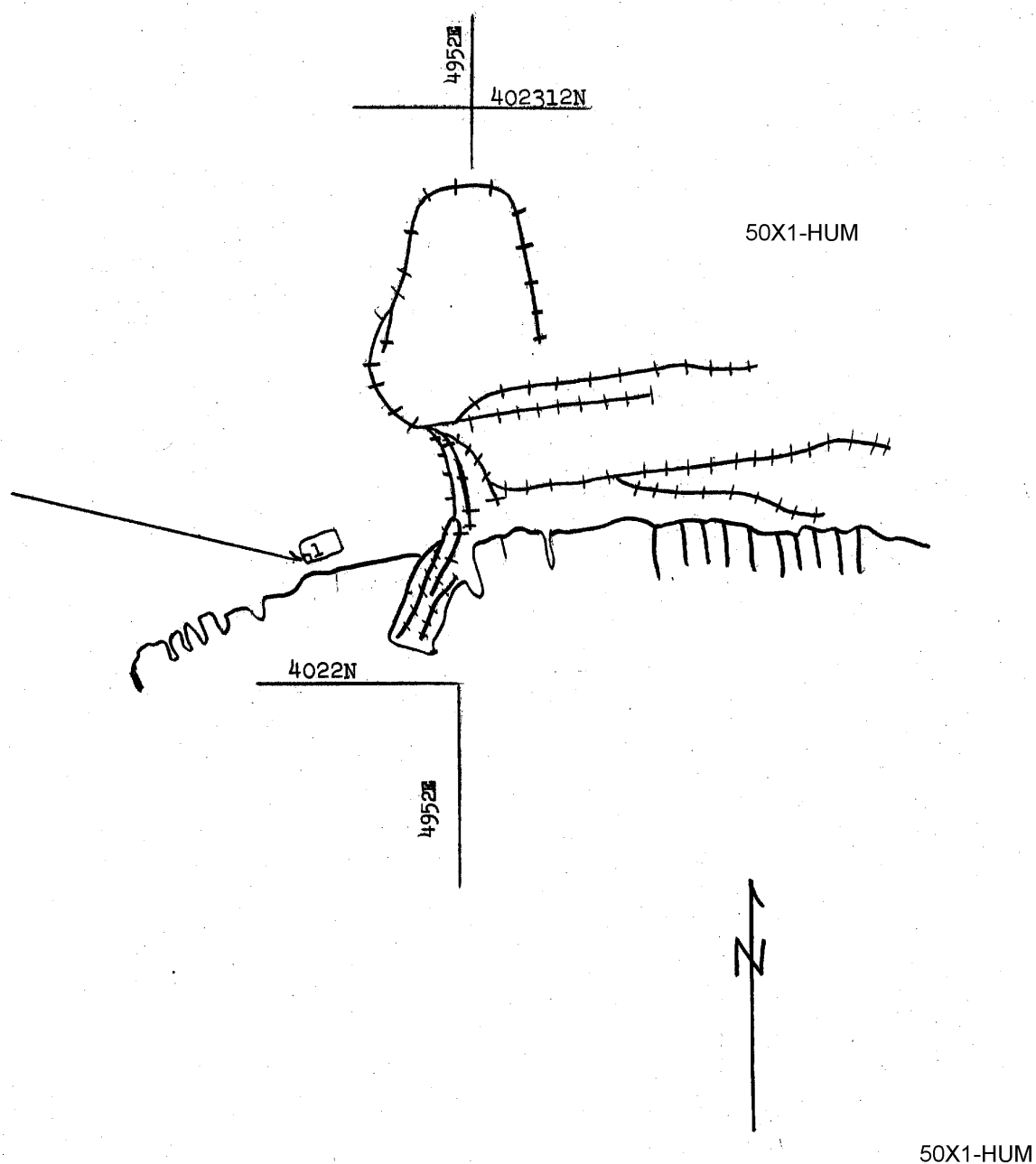
Enclosure A: MGB and MVD in Baku
 B: Odessa Military District
 C: The Astrakhan-Guryev Railroad
 D: Approximate alignment of the Astrakhan-Guryev Railroad - Overlay of Astrakhan
 E: Approximate alignment of the Astrakhan-Guryev Railroad - Overlay of Guryev

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Enclosure A

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#1 Pinpoint Location of the MGB & MVD building in Baku

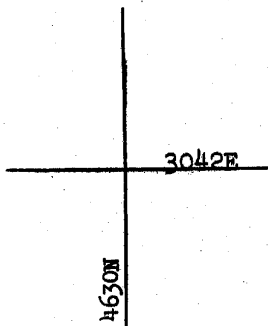
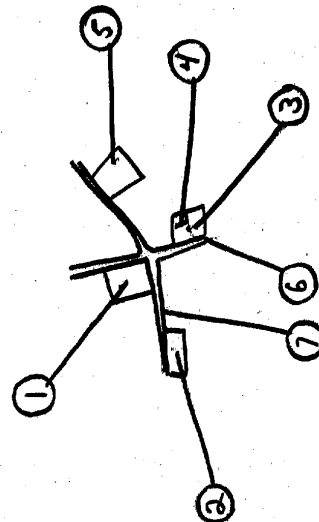
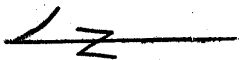
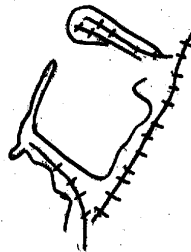
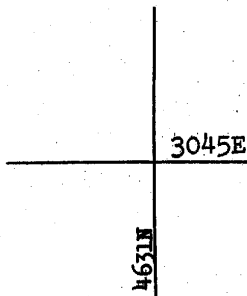
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Enclosure B

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Pinpoint Location of Odessa Military District
Overlay of Odessa

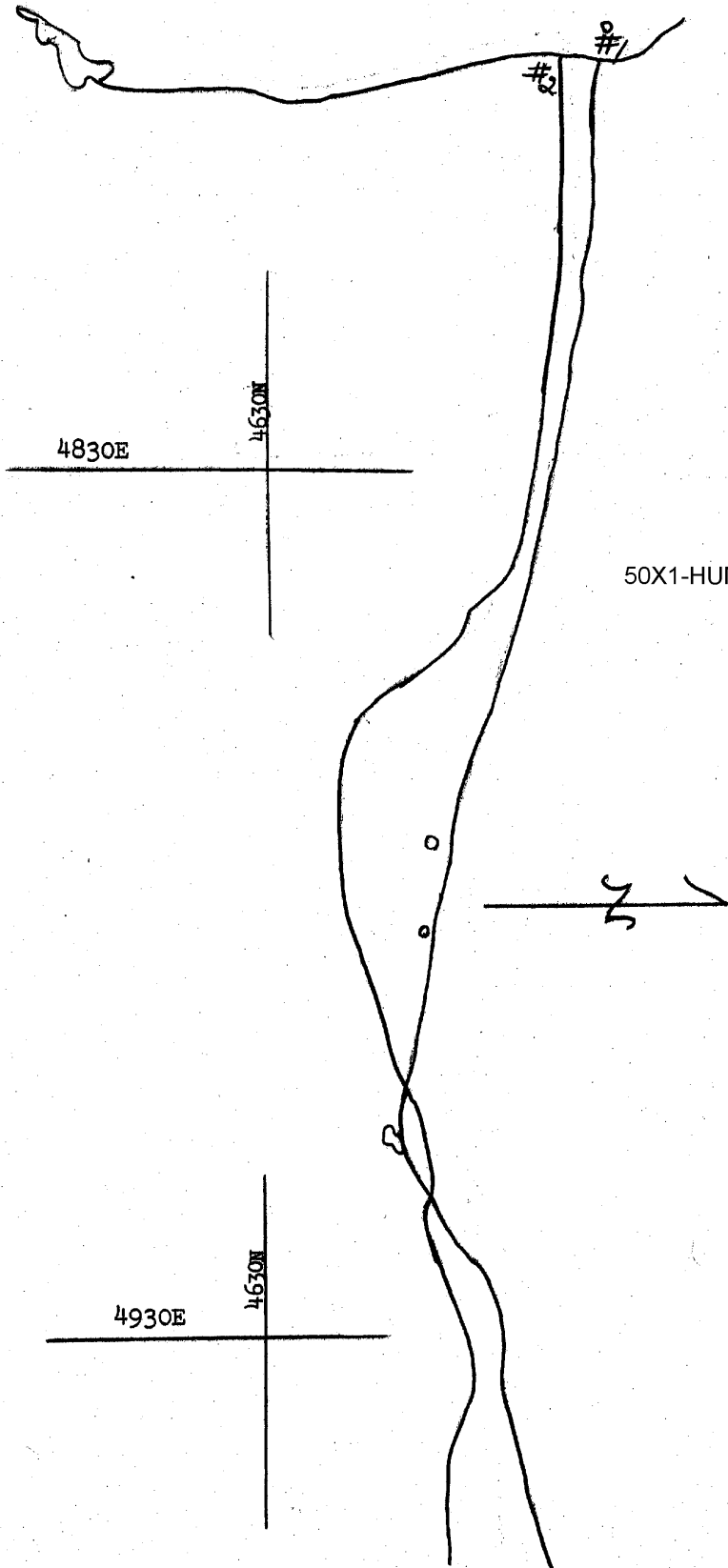


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Enclosure C

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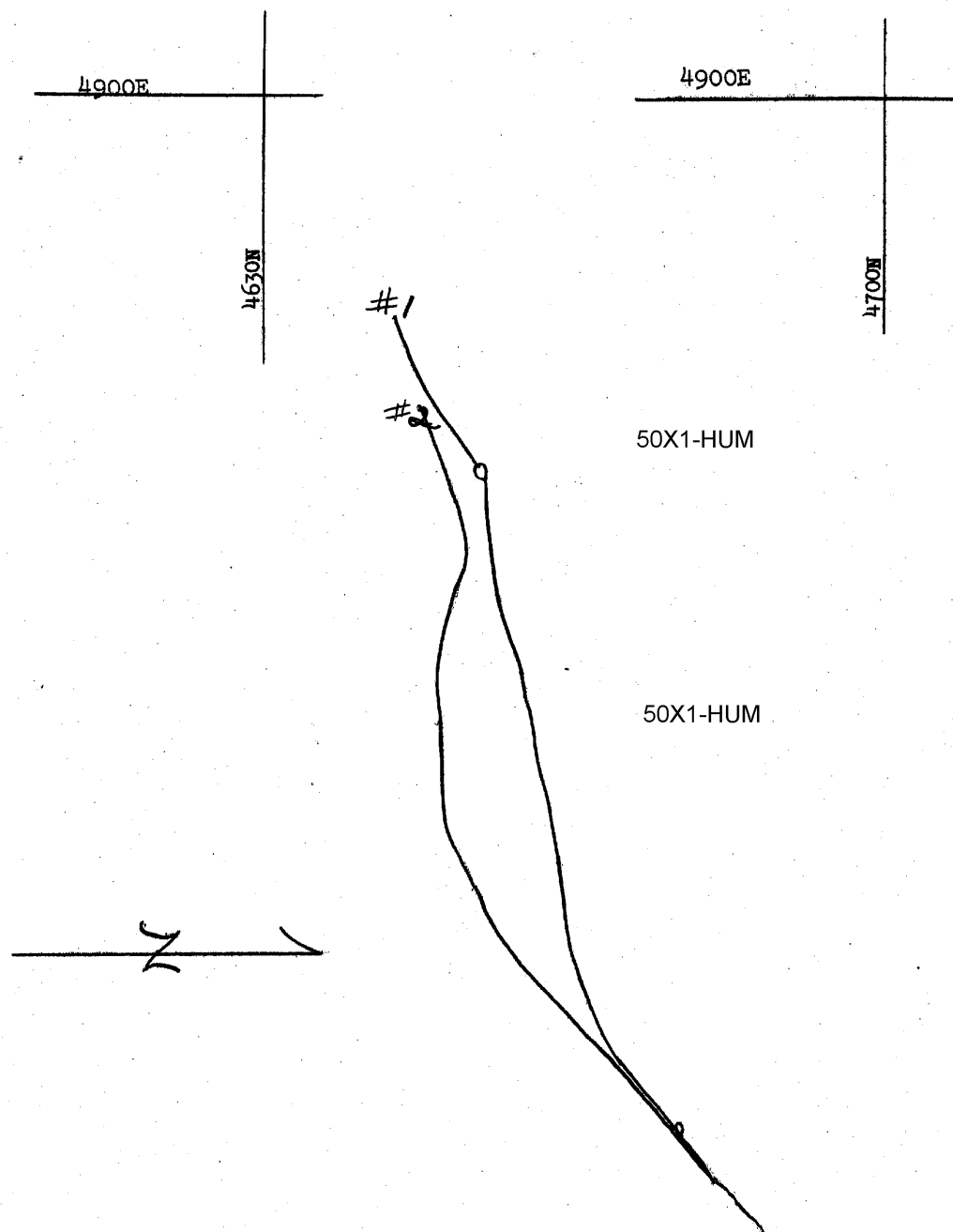
Approximate alignment of the Astrakhan-Guryev Railroad
Overlay

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Enclosure D

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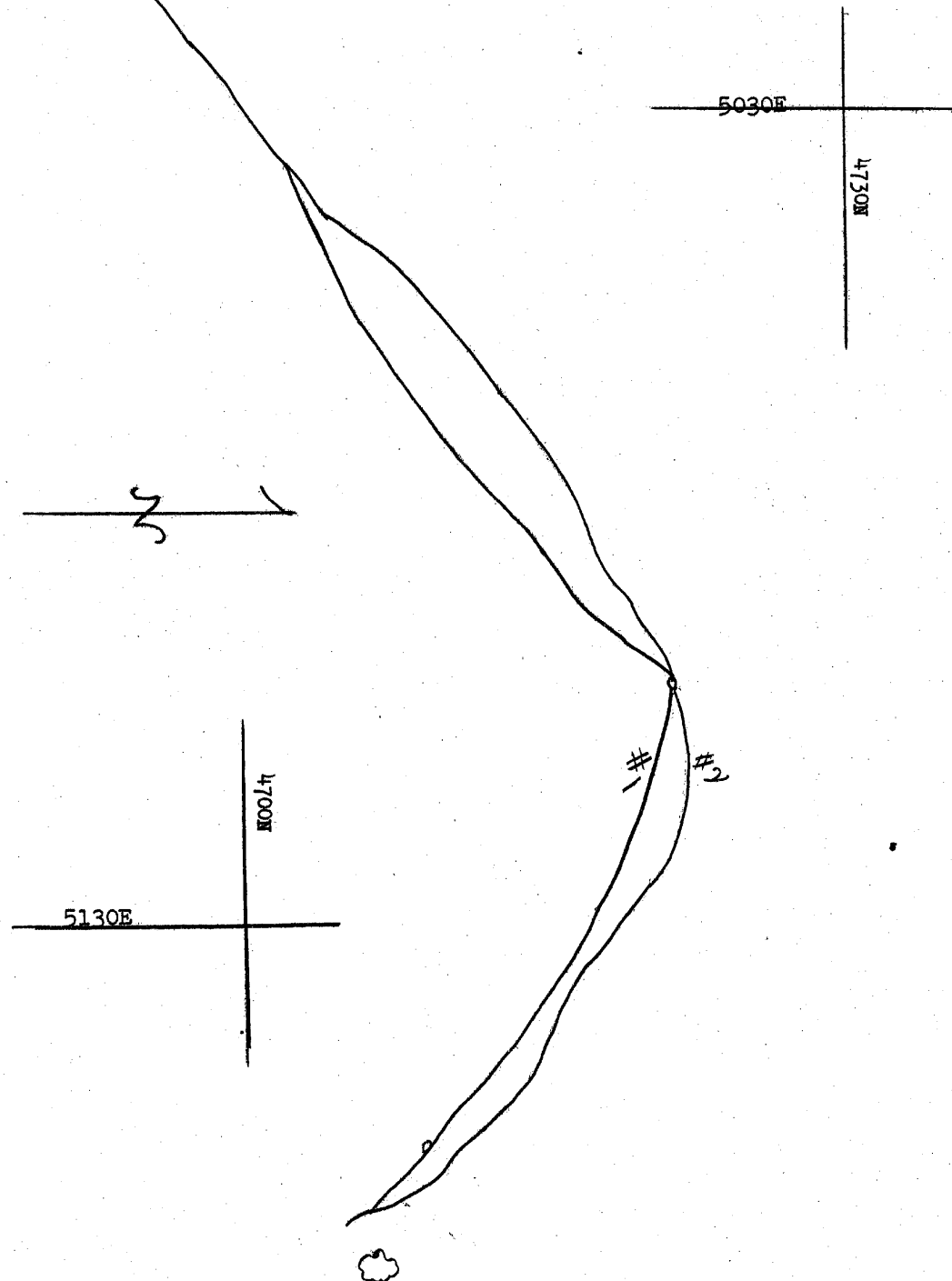
Approximate Alignment of the Astrakhan-Guryev Railroad
Overlay

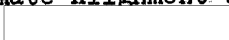
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Enclosure E

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Approximate Alignment of the Astrakhan-Guryev Railroad
Gurey'v 

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